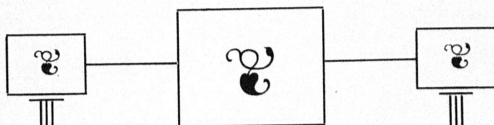


THE DELAWARE AND HUDSON COMPANY BULLETIN

The D. & H.

NOVEMBER 1, 1929

PULT'S CREEK FALLS
NEAR CROWN POINT



What Thrift Is



THRIFT is a determination to live with a margin for future advancement; to earn a little more than one spends, or to spend a little less than one earns, getting meanwhile the value in strength, in satisfaction or in other worthy return for the money one feels free to spend. The spirit of thrift is opposed to waste on the one hand and to recklessness on the other. It does not involve stinginess, which is an abuse of thrift, nor does it require that each item of savings should be a financial investment. The money that is spent in the education of one's self or of one's family, in travel, in music, in art, or in helpfulness to others, if it brings real returns in personal development or in a better understanding of the world we live in, is in accordance with the spirit of thrift.

— David Starr Jordan.

The
Del.

The
DELAWARE AND HUDSON COMPANY

The
Del.

BULLETIN

Vol. 9

Albany, N. Y., November 1, 1929

No. 21

Kenwood Yardmaster Retires

*Rail Operation Has Changed Greatly Since James E. Mulheren
Commenced Work in 1875*

HOW many employes can recall the day when the tenders of our locomotives were painted with beautiful landscapes, when the Albany General Offices were housed in an old three-story frame building where McEwan's coal storage bins now stand in Church Street just north of Kenwood yards; when the old company hot houses stood at Madison Avenue and Church Street? Very few, no doubt. Yet it seems but yesterday to J. E. MULHEREN who retired October 1st, 1929, that they were there.

As we all know, locomotive tenders of today are painted in black with the name of the railroad on either side; the General Offices are now located in a modern thirteen-story building in the business district of Albany; while the maintenance of hot houses has long since been discontinued.

Today one may step into the General Office building to see a machine compute the total time worked by an employe and his exact earnings for the period printed on his card. The entire operation takes place in the twinkling of an eye. Fifty years ago one man kept the time of the entire Transportation Department on the Susquehanna Division. Alec Campbell, the Timekeeper, had an office at

the corner of Madison Avenue and Church Street in Albany, where the time books for the respective points were received, checked, and forwarded to the Paymaster.

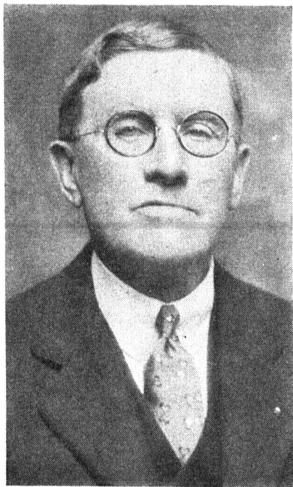
In back of the general office building at that

time there stood a frame structure about eight feet square in which all the stationery supplies of the Division were stored. That amount of stationery would hardly supply the Division now for one quarter on the automatic stationery requisition.

Fifty years ago there were no car replacers or "big hooks." Replacing a locomotive on the rails was a day's work and it sometimes took longer. One of the most ingenious devices of the wrecking crews of that day, according to Mr. MULHEREN, was the so called travelling jack. It was somewhat similar to the ordinary screw car jack with the addition of a horizontal screw at the top. After the car had been jacked up to clear

the top of the rails, the screw on the top was turned sufficiently to carry the car over the rails from which point it could once more be lowered on the track.

General repairs to engines were at that time made in the shop which covered the block bounded



JAMES E. MULHEREN

The Delaware and Hudson Company Bulletin

by Bassett, Plum and Church Streets, and Broadway. They were later removed to Oneonta. Still later with the centralization of locomotive work the main locomotive shop was erected at Colonie, with smaller back shops at Oneonta and Carbon-dale.

During the winter from six to eight coaches were stored in a building also located in Kenwood Yards, which was approximately 150 feet long by 30 feet wide.

All these things are firmly impressed on the mind of the man who, for fifty-four years served our company in various capacities from freight house errand boy to General Yard Master at Kenwood. In 1875, at the age of seventeen, "JIM" secured the position of office boy in the freight house in Albany. Here he was called upon to carry messages from the freight house to the freight office and do general errand work for the agent. For this work he received \$15 per month; freight house laborers then received \$1 per day.

At that time when a trainman was needed for extra work the General Yard Master came into the freight house and picked out a man for the job. After working in the freight office for five years JIM was chosen to replace a man who had been injured. He liked the work and continued as a trainman for four years when he passed the

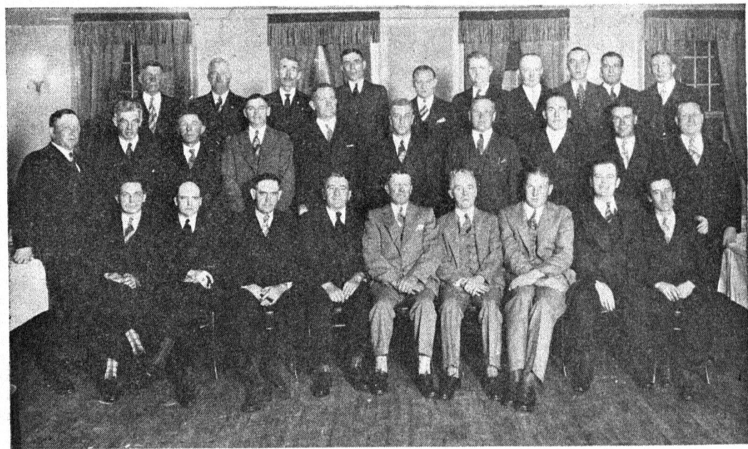
conductor's test and began "running". The following year he became yard master at Kenwood.

For twenty-five years he served in that capacity after which time he was transferred to the yard office at Colonie. In 1917 he became Engine Dispatcher and General Yard Master at Colonie, remaining in that position until October, 1920. In that month he returned to Kenwood as General Yard Master where he continued until his retirement became effective.

Again turning back, Mr. MULHEREN tells us that he was frequently called upon to go to Meadowdale where, at that time, there was a yard with a capacity for storing 700 cars. Many cars of coal and other commodities were received from the southern end of the line which were not needed for immediate use. Such cars were stored in the Meadowdale yards until such time as they were needed.

After the change from broad to standard gauge cars and locomotives had been completed, the track up through Church Street still consisted of three rails for a number of years. The space between the standard and broad gauge rails was covered over with boards on which the flagmen ran in front of the engines with their red flags. It was not for some years that this unnecessary rail was removed.

(Turn to page 333)



Kenwood Bids Farewell to J. E. Mulheren

Track Work In Winter

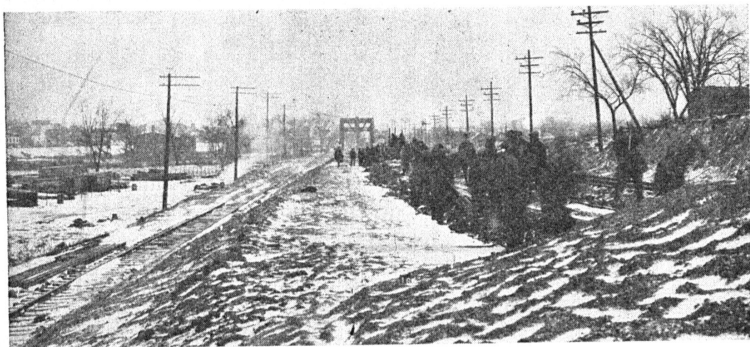
Our Maintenance-of-Way Work Is Now Planned to Provide Continuous Employment for a Stabilized Force Throughout the Entire Year

By H. S. CLARKE, Engineer, Maintenance of Way

SINCE the earliest days, Maintenance-of-Way work has been regarded as seasonal with the greatest activity in the summer, approximately one-third of Maintenance-of-Way forces being laid off each fall in their annual reduction to "winter basis". The emphasis which President Hoover has placed on permanence of employment in industry and the comments of railway officers themselves indicate the growing importance of this subject.

as the balance wheel of the Operating Department. Mandatory cuts in maintenance forces can be made without disturbing the train schedule and so have been the cause of the work being disrupted again and again, resulting in added cost of doing necessary work or the prevention of work being done that was necessary if the railroad was to be operated economically.

Maintenance work cannot be handled piecemeal; it must be organized for the season or for



At Green Ridge, Pa., December 20, 1927

A committee reporting to the Annual Convention of the Roadmasters Association in 1916 on the seasonal distribution of maintenance work and forces, stated that "The committee is not in favor of standard maintenance forces the year around; it is necessary to take care of the heavy section work in from five to eight months," adding that the distribution of section work the year around was impracticable. Although the Association amended the report and voted in favor of working towards the system of uniform maintenance forces the year around, adopting it entirely where feasible, there was still sentiment against it.

Maintenance-of-Way has been used for years

the year, and better still many items of maintenance work, particularly in the Bridge and Building Department, can be organized on a five-year program.

Therefore, the first step toward stabilization of Maintenance forces is to get the Maintenance-of-Way Appropriations made for the year and all restrictions taken off with the object of the work being done economically. The appropriation should be based on the estimated earnings for the year, with due regard to physical conditions of the road.

If the actual earnings are later found to be falling below the estimated earnings and it be-

comes necessary to economize, arbitrary cuts should not be made in one or two months, but the amount of saving to be made should be determined and, instead of being required to make this saving by drastic cuts in labor or in one or two items of material, the Maintenance-of-Way Department should be advised of what is expected of them. Then they should be allowed to make the cut over the balance of the year in the manner which they find will least affect their program and organization.

With our uniform forces on the Delaware and Hudson, we have had to make such reductions at times in our maintenance expenditures and have

The full benefits of stabilized forces are not realized at once, as it takes time and hard work to develop the many necessary steps to it and to get all concerned working whole-heartedly for it, but once the corner is turned, the results are surprising and the benefits far greater than is now generally realized by Maintenance-of-Way men. No one who has worked under this scheme would ever think of going back to the old system.

To be successful any such scheme must have the full support of the Roadmasters and Supervisors. What success we have had, has, in a very great measure, been due to the manner in which our Roadmasters, who, whether they agreed fully



Lackawanna River Bridge, Providence, Pa.

made them in this manner with very little disturbance to our program or organization.

Every item of expense is carefully considered and cuts made here and there sufficient to finally meet the required amount and each Roadmaster is advised of the amount necessary for him to save, with recommendations as to the manner in which it is believed the saving can best be made, although he is allowed to vary these to meet his own conditions. Under such a program, we have not found it necessary to cut our forces although in extreme conditions, we have gone on a five-day week basis for short periods.

with us in any new ideas, were so willing to try it and go ahead, not in a half-hearted manner but with one and only one idea, to put it across and to improve on it as much as possible. With such co-operation any scheme with merit will be a success; and to be successful and to progress, this spirit is essential.

Prior to 1924, we had been laying rail in winter for several years and I am going to quote several paragraphs from a letter I wrote our Roadmasters and Supervisors, through channels, November 5, 1924:

"It has been the practice for several years

to lay rail during the winter months and while this probably costs more per ton of rail laid depending on the weather conditions, the advantage is that it is out of the way and does not interrupt the regular work during the other seasons; however, the greatest advantage from an economical standpoint and which is often overlooked is the utilizing of the time of the regular necessary winter force on constructive work in the good weather periods and this can only be done by carefully organizing the work.

"The more construction work that can be carried on in winter helps toward a greater uniformity in the force necessary throughout the year, as, with a given amount of work to be done, it requires no elaborate argument to demonstrate that a smaller force of men working continuously throughout the year will accomplish more and at less cost than a larger force hurriedly organized and less experienced will do in a shorter period."

While we had already started winter work at this time by laying our rail in winter and we were beginning to secure some of the benefits, we were far from satisfied and still a long way from arriving at a stabilized force.

The extracts from a letter I wrote to our Assistant to General Manager for Personnel in December 1924 indicate our progress and our troubles:

"On a good portion of maintenance work, it is possible to develop plans and methods and to instruct our Supervisors and Foremen in these methods and so on to the men, provided gangs are maintained on a basis that will insure an adequate number of men who have sufficient experience to insure that they will become skilled workmen; it may be possible to plan and instruct men, it is impossible to teach them how work should be done. This is something which the man must have learned previously in the course of his employment in the gangs, so that probably one of the biggest factors in our work is to secure the greatest uniformity of force throughout the year to eliminate the labor turnover.

"Maintenance work, with the diversity of problems which come within its scope, is becoming increasingly attractive to young men of technical education particularly in view of the possibility of advancement to a higher operative or executive position. This has greatly simplified our problem in securing technical men willing to start out and secure the proper practical training and has brought

out to the Foremen and others, the desirability of these positions, thus stimulating competition. Each avenue of training has its advantages for the young men of energy and ability; each benefits from competition with the other. On one hand, a man of practical training is aided because of the necessity of applying himself diligently to the study of methods of organization, control of cost, etc., to meet the standard of his neighbor in this respect; likewise, the man who has entered track work through the other channel, must study the practical phases of maintenance work in order to avoid the pit-falls of inexperience.

"This is being demonstrated by our own experience and has resulted in a great improvement in our supervisory force where we now have many young men, college graduates, and also ambitious men from among the Foremen and clerical staff, working on the track as Supervisors, who are clearly demonstrating their ability to quickly become competent and efficient in their work, resulting in their work being more uniformly and better handled, and developing for us a very desirable class of men to draw from.

"Probably our greatest problem is with our laborers or trackmen. Trackmen require skill and knowledge of how and what to do in order to maintain track and our greatest drawback in securing improvement in maintenance work is difficulty in improving the quality of the men and holding them with the present rates and conditions. Our studies develop that the efficiency of the new man is very low and that it is false economy to use cheap labor with no experience and having no intention of making it their regular vocation. Both the quantity and quality of work performed by this class of labor bears out this contention."

To overcome our difficulties in the above matters, our forces were studied and changes made which we believe have made the work more desirable.

(To be continued.)

"How did you screw up your courage to propose to the rich Mrs. MacTavish, Sandy?"

"Gosh, mon, 'twas jist awful! I'd sworn to do it some Monday night, so I took her for a bit of a ride in a taxicab, and with one eye on the meter tikin' awa I had her won at the end of sixty cents."

Extracts from

“The Human Habitat”

By PROFESSOR ELLSWORTH HUNTINGTON

(Continued from last issue)

IN drawing conclusions, reference is made to maps based upon statistics and opinion prepared by John Wiley & Sons. Such maps cannot ever be considered as entirely correct but they give a basis for analysis and comparison of the human geography and the effect of health energy and progress, together with climate, migrations, relief, and soil, upon the civilization of the earth.

Compare the Chinese with the Japanese. As the Chinese work in the fields, they give the same general impression as the Japanese,—incomparable patience, eternal industry, and unvarying economy in utilizing every scrap of ground, every scrap of fertilizer, every hour of the day. Both races work and save. Yet bear in mind that orderliness, as well as in energy, the Japanese stand farther ahead of the Chinese than we stand ahead of them. The fact that Japan is an island played an important part in bringing about this situation. It has acted as a selective factor upon immigrants; it has influenced the climate, a climate much more invigorating than that of most parts of Asia.

Compare the United States and Canada with Great Britain; parts of the United States and Canada with other parts; the distribution of progress in these countries now and before the days of Columbus. Why is there such a difference? The answers depend largely upon the interplay of four great factors: first, selective migration; second, climate; third, resources; and fourth, stage of development.

Migration may upset deductions for certain areas, but the extraordinary feature is that in a new country like the United States, where people are still moving actively from place to place, the general pattern of progress conforms almost perfectly to that of climate. This is partly because energetic people more or less unconsciously seek energizing climates, but it is also because with equal unconsciousness most people conform their degree of activity to the type of climate in which they live.

Relief and soil may also play a predominating part in certain territories. Mountains in general cause the population to be sparse, but Japan is

an extremely mountainous country and it is likewise densely populated. If the climate is favorable, the population is almost certain to be fairly dense even where the mountains are rugged. But in general, we may say that mankind certainly needs level land; the world's greatest populations are all located in regions of gentle relief. Here the soil is, as a rule, better. It is a significant thing to note in passing that whenever good soil and poor lie near together, and other conditions are similar, the good soil tends toward the development of class distinctions and an aristocratic form of social organization, whereas the poor soil tends toward uniformity and democracy. But always is climate the predominant factor. The best soils of all the world today are probably found in the vast desert areas. This is because there is not rain enough to leach the soil. Therefore the soil is not robbed of its plant food and the desert soil grows richer and richer. That is why the irrigated lands in the United States produce crops worth from 25 to 65 per cent more per acre than do other soils.

Other things being equal, the overwhelming local importance of transportation, especially in the higher stages of civilization, must not be overlooked. Albemarle and Buckingham counties in central Virginia afford a striking example of this. In 1810 Buckingham county had increased its population about 54 per cent to a total of over 20,000 inhabitants against only 18,000 for Albemarle, which 20 years earlier had 2,500 more inhabitants than its rival county. This was directly due to the operation of the James River Company, which favored the Buckingham farmers. A final decision to build a canal along the James River on the north (Albemarle) side, was the death knell of Buckingham's prosperity. By 1870, the population of Buckingham County had declined to thirteen thousand, less than half of what Albemarle had at the same time. Farmers could not get their produce across the river to the canal to compete with the farmers on the other side, and so the progressive ones moved out

(Turn to page 333)

Glimpses of Our "Off Line" Offices

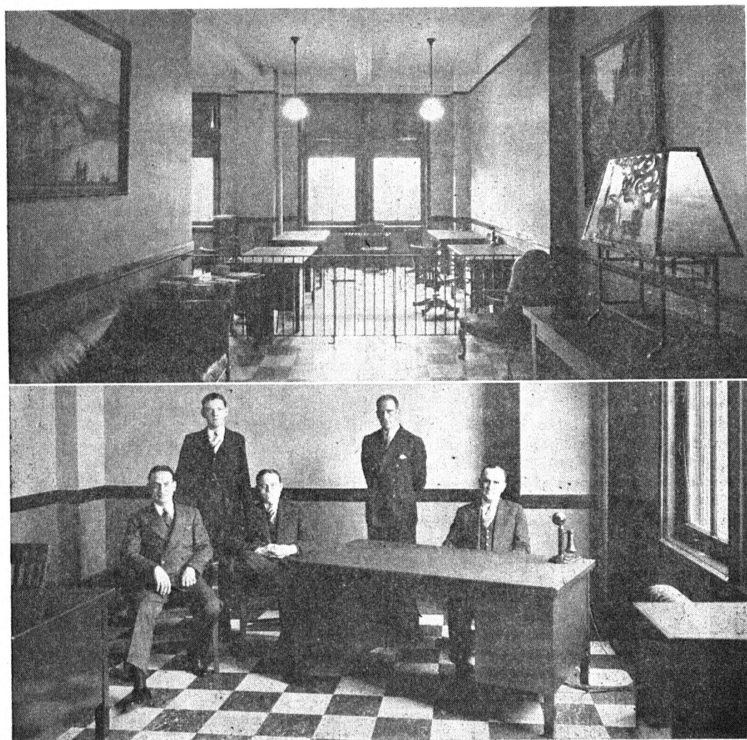
I. New York—Passenger

THE accompanying views give an idea of the headquarters of W. F. SHEEHAN, General Agent, Passenger Department who, in conjunction with JAMES FITZ SIMONS, our General Canadian Passenger Agent, is getting the business that is placing numbers 9 and 10 and 34 and 35 well up in the list of famous limited trains.

The unique table lamp with the silhouette of the *Stourbridge Lion* on the shade, adds a touch of distinction to the well appointed and splendidly

equipped office at 33 West Forty-Second Street, New York, an address familiar to all old time radio fans as the original home of station WJZ.

In the lower photograph we see, from left to right, T. J. FARREL, Travelling Passenger Agent; T. D. MOHAN, Ticket Seller and Stenographer; G. T. ALTHISAR, Travelling Passenger Agent; JOSEPH QUINN, City Passenger and Ticket Agent, and Mr. SHEEHAN.



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ALBANY, N. Y.

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Vol. 9

November 1, 1929

No. 21

The World Moves

HUMAN scrapheaps! That was the term recently used in speaking of the ultimate disposal of men who have been displaced in the reductions of force which have accompanied the reorganization of the transportation industry during the past eight years.

It is a very vivid phrase, one of the sort so often used by "soap-box" speakers and others whose convincing oratory must make up for the doubtful "facts" in which they deal.

During the twentieth century, industry, as well as our entire mode of living, has been changing with great rapidity. The increased use of power, steam, electric, or automotive, in the factory, on the farm and in the home, has increased the productive capacity of nearly every worker. The result has been that fewer workers were needed in each line of work.

What was true of other industries had to apply to the railroads eventually, although inefficient governmental operation during the war period delayed the changes which were, nevertheless bound to come. In a business where both labor costs and selling prices are fixed, as in railroading, efficiency is an absolute necessity. Consequently labor-saving machinery of all sorts from calculating machines to larger locomotives has been put to use thus displacing man-power.

Railroading is not the only industry which is finding reduced forces a necessity. Farming, mining, manufacturing, and railroading together have, since 1920, released 2,300,000 people.

What has become of them? "Human scrap heaps" does not seem a plausible answer for

they are not in evidence and 2,300,000 unemployed cannot be hidden. Dr. Dale Yoder of the University of Iowa shows that in this period the building trades have been increased by 300,000, auto sales and service 750,000, hotels 500,000, telephone companies 78,000, school teaching, 135,000, insurance 100,000, beauty parlors, 200,000; a total of over two million, without mentioning those entering the mammoth aircraft and radio industries.

The first power loom and the first steam driven factory were wrecked by those who feared the ogre of unemployment. Yet we face the same conditions today. We must adjust ourselves to new conditions. Men released in one line of work are needed in our other growing industries. That is what is responsible for our continued prosperity. To be prosperous we must produce efficiently.

Tenth "Get Together"

THE "Get Together" Association of the Saratoga Division will hold its tenth meeting Thursday, November 7th, at the New Masonic Temple, Broadway, Saratoga Springs, N. Y.

A program of card games has been arranged for the afternoon with suitable prizes for the successful contestants at Bridge, Five Hundred, and Euchre. Dinner will be served at 7 P. M., following which there will be dancing from 9 to 1. Howland's Orchestra will furnish music during the afternoon as well as for the dancing.

To those who have attended previous "Get Together Meetings" we need say no more. To all who are thinking of attending this year it needs only to be said that the attendance must be limited to 450 to insure that the pleasure of all will not be lessened by overcrowding.

Wages

WHETHER we realize it or not, we all receive two kinds of wages. One is a money wage, the other is a mental wage. By mental wage we mean the real satisfaction that comes from doing a given task well and putting into it what we know is quality workmanship or quality service. Another name for it is "Pride in Good Work."—*Exchange*.

The only time some men listen to advice is when they are giving it.

Government Operation Fails

After Twelve Year Trial Queenslanders Are Firmly of the Opinion That the Less Meddling With Trade and Business by the State the Better for the People

THE following editorial appeared in the St. Louis, Mo., *Globe-Democrat* of July 24, 1929, concerning government operation of industries:

Those who follow with interest the governmental and legislative innovations in various countries were amazed in May at the publication of a brief item recording the disastrous defeat of the Labor party in Queensland, one of the six states of the Australian federation.

Australia, in its several sections and as a whole, has for years been a bulwark of the politics representing distinctive labor union ideas. Its Supreme Court, since the provinces were united, placed much more restrictive interpretations on its Constitution than are usually placed on federal constitutions. Barred by court decisions from giving federal effect to many of its favorite projects, and permissive amendments to the instrument being voted down by large majorities, the Labor party, though often controlling the Australian Congress, has utilized to the utmost the opportunities of the individual states, among which Queensland was found a particularly attractive field. In illuminating obscure causes of the party's disastrous defeat there two months ago, after repeated attempts at overthrowing it had failed for a decade and a half, probably the *London Times* desired to point a moral for the Labor ministry now in power in England. What it prints, however, will contribute to the general instruction.

Elected by a tremendous vote in 1915, the Ryan Labor ministry found an elaborate code of labor legislation in effect and a large amount of rail mileage already owned by the state, and its first move was to increase the wages of the railroad unionists. Workers in other lines naturally demanded wage increases also and the Labor arbitration courts, invariably deciding in favor of higher pay, became an immensely popular institution. The new problem that began to darken the political horizon was, of course, inevitable. High pay meant high prices. Piteous outcry went up over exorbitant living costs.

"We'll fix that," said the confident Mr. Ryan. The railroad eating houses became state-con-

ducted enterprises and a large state-owned hotel was even established. He took over to state operation thirty-two live-stock enterprises with tens of thousands of acres of land, opened state-owned butcher shops and fish markets, a produce agency and a state cannery. The several departments of the state government also took over the ownership of enterprises falling within their jurisdiction—the Mines Department opening mines and smelters, the Forestry Department saw mills and other departments lesser industries. How it was all done without inroads on the Treasury or a dollar in tax money was a never-ending wonder to the voters. They were destined, however, to learn that the employment of debentures and other forms of state credit only deferred taxes, postponed raids on the Treasury.

Annual losses in the state industries began at once to be recorded, but explanations were always ready. They were caused by the unfavorable conditions of particular years, by depression in this or that industry, by unexpected developments incident to the change, and would be recouped in future years.

Recoupment never came. Deficits continued. After fourteen years a footing up showed losses aggregating about \$70,000,000. One mine sold coal at a loss of more than three dollars on every ton. The deficit of the smelters in the fourteen years is reckoned at more than \$5,000,000. Studying the stupendous losses and also the reasons assigned for them from time to time, the voters concluded that there was just one great fundamental reason, so all-inclusive that other explanations were excluded and that reason was found in the wastes and ineptitudes of public operation of industries. The Queensland functionaries could not even run a saw mill at a profit. The total loss on the state's lumbering activities mounted to \$475,000 in the fourteen years.

So the people repudiated the Laborites at the polls and their opponents were voted in with a mandate to get rid of all the Socialistic enterprises except the rail mileage, which is to be operated under new policies, and the state insur-

ance company, which administers the compensation act.

Never, it is said, was Socialism started under more favorable auspices or with more sincere intent of serving the people. The failure in what has been called one of the world's laboratories in "progressive legislation" was well-nigh complete. Even employment did not increase. From the nature of things everybody could not work for the state. Private employers were handicapped by government competition and its high wages. To the Treasury deficit is to be added a huge sum lost in taxes.

"Whereas twelve years ago the vast majority of Queenslanders favored state ownership," says a summing up, "today no subdivision of the empire is more firmly of the opinion that the less intermeddling with trade and business by the state, the better it is for the people."

The new government is confining itself to governing.

How Time Was Told

ACCURATE measurement of time is one of the most important and exacting functions of modern civilization.

In operation of passenger trains, a second means 90 feet of space and 10 seconds one-fifth of a mile. Safety of millions of dollars worth of property and hundreds of lives depend upon the accuracy of the trainmen's watches on every railroad.

The world of course has not always had clocks or watches.

Going back in history, we find that the animal creation seems to have regulated its activity by light and darkness. At the approach of daylight the wild turkey will flap its wings and go to its feeding ground. At sunset the turtle-dove will fly quickly to a drinking pool and then to its roost. But if the birds and animals have any method of time keeping during their feeding and resting we have not discovered it, though there is good evidence that some animals do have a sense as to when certain things are due to happen.

Primitive man did have some knowledge of time periods. In his early days he probably caught on to the idea which years later was developed by the Greek, Berosus, about 550 B. C., into the sundial. But Mr. Cave Man just used a rock, or high tree, or some object near by which would cast definitely large shadows. No doubt he had an understanding with Mrs. Cave Man that when a dark streak appeared at a certain place

on the ground he would be home and expect to find his meal ready. A little further along, when a closer approximation of time was desirable, this same cave man, according to tradition damped a grass rope which, knotted at equal distances, burned at about an equal pace for each definite distance—a sort of rope watch dial. The slowly creeping spark enabled man to mark the flight of time.

Rome quickly took to the invention of Berosus. But sundials did not work at night or in cloudy weather. Folks in those days had "parties" and some of them kept late hours. The very word comes from the Latin "hora." So another device was invented which was called a water clock. In simplest form it was a thin bowl of metal or some substance that would float of itself on a tank of water. Through a very small hole the water would seep out and the bowl gradually sink. When the bowl sank completely, a watcher sounded a loud gong—indicating that a certain period of time had elapsed, after the order of the cuckoo clock. After this followed the sand glass.

The Chinese, for a long time, kept up the idea of the cave man. King Alfred the Great, used candles twelve inches high, with notches one inch apart, which thus registered the passing of time. One of the candles would burn four hours. But a bit of wind would change the rate of burning, so a protection was devised—a case of scraped horn, called in old English, "Lantern," from which we get the word lantern.

The time came when wheels were applied to time keeping. The first clock is accredited to Pacificus, arch-deacon of Verona, who died in A. D. 849, but the records are incomplete. History tells of several clocks between 1288 and 1326. But what is said to have been the first real clock, with wheels and weights, made by Peter Lightfoot, a monk of Glastonbury Abbey, may be seen at the South Kensington Museum, London, and is still in running condition.

History tells us that from the beginning of man time and how to measure time was a big factor in his life. It is a very important factor in the operation of railroads. It is the watch that determines train schedules, enables the avoidance of accidents, and regulates every action of the railroad man.—*Illinois Central Magazine*.

Colonel (to candidate at Officers' Training School): "And the next time I see you, I hope you will be a second Lieutenant."

Flustered Boob: "Thank you, sir. Same to you, sir."—*Exchange*.

The Human Habitat

(Continued from page 328)

to more favorable locations. Hundreds of other places where transportation is difficult are being drained of their most energetic and able people in this same way. But these conditions might be classed more or less local. Remoteness and inaccessibility are relative terms and depend largely upon climate, soil, relief and the like and chief of these is climate. A few years ago few regions were more inaccessible from Europe than were California, southeastern Australia and New Zealand. Lapland, Iceland and Labrador were all much more accessible. Yet thousands of people disregarded these less remote places and made long, difficult voyages to those other regions of more favorable climate. And so in practically every case we find that, with rare exception, where the best climate is found there also is the greatest progress of civilization and where the climate is not healthful or invigorating, there we find the lowest scale of civilization. A final definition of the best climate for human health and activity has not yet been made, but the essential points are approximately as follows:

(1) A fairly strong, but not extreme contrast between summer and winter is needed, the summer temperature averaging not much higher than 65 degrees for day and night together. This appears to be the temperature at which the white race is physically most active and healthy.

(2) There must be rain at all seasons. This does not mean constant rain, but enough so that the air is moderately moist much of the time.

(3) Constant but not undue variability of weather is almost as important as the right condition of temperature and humidity. Among factory workers and students, for instance, it has been found that if the temperature of one day is the same as that of the preceding day, which generally means that other conditions are likewise uniform, people's work is not as good as if there is a change, especially a drop in temperature. The point of the matter is that change is exhilarating.

In but few parts of the world is found a climate more nearly approaching this ideal than that in which we are living.

(*The End*)

The foreman of the jury which had been considering its verdict, was asked if the jury were all agreed, and replied: "Yes, we are all of one mind, temporarily insane."

Various

About 40,000 thunder storms occur daily over the earth.

Shoes worn by divers sometimes weigh more than 30 pounds.

A Japanese meal includes as many as seven kinds of seaweed.

A parrot whose life history was traced, lived to be 117 years old.

The United States now has more miles of bus lines than of railroads.

Hearing as a rule, is more acute with the right ear than with the left.

Ants are said to be able to recognize one another by sight, touch, and smell.

Forty per cent of the milk produced in the United States is made into butter.

Most of the commercial supply of horse-radish raised in this country is grown near St. Louis, Mo.

Kenwood Yardmaster Retires

(Continued from page 324)

Much of the work in Kenwood yard then, as now, had to do with the movement of tank cars of gasoline and oil to and from Westerlo island. On two different occasions he miraculously escaped death in tank car accidents. The track leading to the island ran up grade and the engineman had to get a start to make the incline. Once while coming out of the track the train crashed into a standing car and the tank, which was simply strapped on a flat car with steel bands, broke loose pinning Mr. MULHEREN underneath from 4:30 to 7:30 A. M. The night force was unable to free the imprisoned man and had to enlist the services of the day gang to liberate him. While no bones were broken, his legs were black and blue for several weeks.

Again, while coming to the yard from the island, with fifty cars, they ran into the side of a derailed freight car. The conductor of the derailed train had sent a flagman north to protect the train from the southbound sleeper but had sent no one south of the derailed cars to prevent a rear end collision. As a result the oil train ran into the wreckage and Mr. MULHEREN was thrown across two tracks, landing on his back. Aside from minor bruises he was unhurt.

Feeling that he has earned a vacation, he will spend the winter in Cuba continuing to the Pacific Coast before returning to Albany early next

May. Perhaps MR. MULHEREN would still be working for the company had his health not forced him to retire. It is his thought that his intended trip may help him to recover his former physical vigor.

In leaving his companions of over half a century, MR. MULHEREN wishes to thank all employees in all departments at Kenwood and other points with whom he came in contact. He has always

found them to be courteous, and considerate of their fellow workmen and he feels that without their cooperation he would not have been able to continue his work as long as he did.

MR. MULHEREN is a member of the Order of Railroad Conductors, Brotherhood of Railroad Trainmen, Benevolent and Protective Order of Elks, and the Delaware and Hudson Company Veterans.

That Sign!

I CAN'T tell you much about the thing, 'twas done so powerful quick;
But 'pears to me I got a most outlandish heavy lick!
It broke my leg, and tore my skulp and jerked my arm most out,
But take a seat, I'll try and tell how it kem about.

You see, I'd started down to town with that ere team of mine,
A'haulin' down a load o' corn to Ebenezer Fline.
An' drivin' slow; for, just about a day or two before,
The off horse run a splinter in his foot and made it sore.

You know the railroad cuts across the road at Martin's Hole;
Well, thar I seed a great big sign, raised high upon a pole;
I thought I'd stop and read the thing, and find out what it said,
And so I stopped the horses on the railroad track and read.

I ain't no scholar, rekollect, and so I had to spell,
I started kinder cautious like, with R-A-I and L;
And that spelt "rail" as clear as mud; R-O-A-D was "road."
I lumped 'em, "railroad" was the word, and that 'ere much I knowed.

C-R-O and double S, with I-N-G to boot,
Made "crossing" just as plain as Noah Webster dared to do't.
"Railroad Crossing"—Good enough! L double O-K "look."
And I was lookin' all the time and spellin' like a book.

O-U-T spelt "out" juest right; and there it was, "look out;"
It's kinder cur'us; like to know just what 'twas all about;
F-O-R and T-H-E 'twas then "look out for the—"
And then I tried the next word; it commenced with E-N-G.

I'd got that fur when suddingly there came an awful whack;
A thousand firey thunderbolts, just scooped me off the track;
The harness went to Davy Jones, the wagon went to smash,
And I was histed seven yards above the tallest ash.

I didn't come to life agin fur 'bout a day or two;
But though I'm crippled up ahead, I sorter struggled through.
It ain't the pain; no, tain't the loss of that 'ere team of mine;
But, stranger, how I'd like to know the rest of that 'ere sign!

Clicks from the Rails

Dangerous Forest Fire

Government forest rangers at Armstrong, Ont., have expressed their thanks to the Canadian National Railways for assistance rendered when recent forest fires raged through northern timbers before timely rains alleviated grave danger. One fire sprang up in the Kowkash subdivision, near Armstrong, which became a real threat to the road. Fire broke out a mile from the track, and a strong wind threatened to drive it on to the railway property. Gas cars, work trains, and a fire-fighting tank were dispatched to the scene, and 120 men fought the blaze. Two trains were delayed, three telegraph poles destroyed, and two trains were held up, but the fire was conquered and welcome rains that night put out the last embers. A large stretch of timber was saved.

* * *

Hear Ye, Superstitious

If numbers have anything to do with luck, then W. R. Knox, better known as "Captain Bob", retired pumper on the Norfolk & Western, has been flitting with bad luck for 87 years with no ill effects. He was born on the 13th day of the month, as one of 13 sons, and left his boyhood home on the 13th day of the month. Also he was married on the 13th. There are 13 children in his own family. He underwent an operation for appendicitis on Friday, the 13th, and was involved in a powder explosion on the 13th day of the month. Can this be the exception to prove the rule?

* * *

Free Pullman Uniforms

Two uniforms given free each year to conductors and porters who have been in service for more than 10 years have required a total expenditure on the part of the Pullman Company of \$4,114,500 during the past 34 years. In that period 56,652 uniforms were given to conductors and 118,714 to porters. This practice was inaugurated in 1894 by George M. Pullman when he authorized the issuance of uniforms to 51 conductors and 137 porters.—*Railway Age*.

Noteworthy Endurance Record

While the achievement of a freight locomotive in breaking the record for continuous service is perhaps not as thrilling as the others, it has a very important significance to the railroad world. Engine 4113 of the Frisco Lines has recently finished a twenty-five day, 7,350-mile fast freight run back and forth between Birmingham, Ala., and Kansas City, Missouri, without having its fires drawn or its boiler washed.

* * *

Another Endurance Record

Before October passed, Amos E. Mawbrey, locomotive fireman on the Pennsylvania had completed over 50,000 miles using the same shovel. The shovel was furnished to him on April 11, 1928, and on June 10, 1929, he figured out that he had carried it for a distance equal to about twice the equatorial circumference of the earth.

Railroader Now Mayor

Mayor Peter Goebel of Alton, Ia., is now serving his twenty-fifth year as mayor of that city.

He was born in Luxemburg, Ia., in 1864 and came to Sioux county in 1871, settling on a farm with his brothers, south-east of Alton. In 1873 he moved to Alton, where he has resided since.

Mr. Goebel was a member of the crew that laid the track for the North Western railroad from Granville to Orange City.

* * *

Long Distance Champion

Ross Foley, of Irvine, Ky., claims the golfing championship of the world, with a drive of 200 miles. Playing his local course, Foley drove a ball, marked with his initials, out of sight in the direction of the railway tracks. Five days later, a brakeman found the ball in an empty gondola at Neon, 200 miles away.—*Railway Age*.



COURTESY READING MAGAZINE

The Little Chap at Home



I CANNOT lay claim to anything—as far
as looks may go
And when it comes to learning — why,
I don't stand any show,
But there must be something more in me
than other folks can see,
'Cause I have a little chap at home that
thinks a lot of me,
I wouldn't disappoint his trust for anything
on earth,
Or let him see how little I just naturally
am worth,
And after all, it's easy up the better road
to climb
With a little hand to help you on and guide
you all the time,
And I reckon I'm a better man than what
I used to be,
Since I've got a little chap at home that
thinks a lot of me.